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CENTRAL INTELLIGENCE AGENCY  
REPORT  
INFORMATION REPORT  
CD NO. 50X1

COUNTRY Germany (Russian Zone) DATE DISTR. 15 May 1950  
SUBJECT Railroad Shipments via Frankfurt/Oder NO. OF PAGES 2  
PLACE ACQUIRED 50X1-HUM  
NO. OF ENCLS. (LISTED BELOW) 50X1  
DATE OF INFO. SUPPLEMENT TO REPORT NO.

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- The following shipments passed through Frankfurt/Oder (O 53/V 63) on 15 October:  
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a. Thirty-eight filled tank cars, transportation place of destination Lrest, departure of train 4:40 p.m.  
b. Thirty-six tank cars, place of destination Moscow, sent by Troeglitz (L 52/A 18) Gasoline Plant.  
c. Two additional trains of 70 filled tank cars each, place of destination Lrest, dispatcher and transportation number could not be determined.
- Two or three trains with filled tank cars left daily for Lrest.  
a. Thirty-six tank cars left Priestewitz, district of Dresden, for Lrest on 21 October 1949.
- Fifty-four workshop cars (small type) left for Lrest on 27 October 1949.
- Thirty new sleeping cars with wide-gauge axles left for Lrest on 27 October 1949.
- Fifty-six cars from Lrest to Wiederritsch (L 52/A 22) via Cottbus-Falkenberg (O 52/A 57), loaded with armor plates 5 to 50 mm thick, axle steel ranging from 2 to 15 cm and angle iron 10x10 cm.
- Twenty cars loaded with axle steel, coming from Lrest, destination unidentified.
- Remarkably many shipments of pig iron, round iron, angle iron, sheet metal, axle steel and armor plates were recently observed coming daily from Lrest to the Soviet Zone of Germany.
- Electric locomotives were shipped in one train on 1 November 1949. Axles and driver's cabin were individually loaded. The axles were provided for wide gauge.

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9. An additional leave train for Lrest will be added to the schedule on 3 November 1949. Each Berlin railroad station has to furnish one car for this train as there is great car shortage in Frankfurt/Oder.

[ ] Comment:

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a. The numerous tank car shipments going from the Soviet Zone of Germany to the Soviet Union are especially noteworthy. In para 1b also the Zeitz-Troeglitz Hydrogenation Plant, an enterprise of the Soviet "Gasoline" Corporation, is mentioned as dispatcher. [ ] 50X1-HUM

b. [ ]

[ ] starting in the latter part of 1948, the Russians have been carefully trying to rebuild the iron and steel industry of the Soviet Zone, which they had at first dismantled.

c. During 1949 the Soviets returned to the Soviet Zone of Germany five rolling mill trains with the respective metallurgical installations.

d. The narrow-gauge cars reported in para 3 may have been constructed by the Weimar railroad car plant while the 30 new sleeping cars reported in para 4 were built by the Dessau railroad car plant. Both plants are now Soviet state property and assigned to the Transmash Soviet Corporation.

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